ECONOMY AND TRADE STRESSED IN SHIP SUBSIDY PLEA TWO MINEOLA WILLS

no ships available. He pointed out that \$3,000,000,000 had been spent then to get the ships necessary to conduct the war.

"When the question is asked: Why the insistence for the merchant marine act now? the answer is apparent" said Mr. Harding. "Waiving every inspiration which lies in a constructive plant for maintaining our flag on the commercial highways of the seas, waiving the prudence in safeguarding against another \$3,000,000,000 madness if war ever again impels, we have the unavoidable task of wiping out a \$50,000,000 annual loss in operation and losses agaregating many hundreds of millions in worn out, sacrificed or scrapped shipping. Then the supreme humiliation, the admission that the United States—out America, once eminent among the marine motions of the world—is incapable of asserting itself in the peace triumplis of the seas of the world."

The President took about thirty min-

of the seas of the world."

The President took about thirty minutes to read his address. At the end he was vigorously applauded.

Here are some of the opinions of Republicans, Democrats and insurgents regarding the President's address;
Representative Mondell (Wyo.), Republican floor leader: "I consider the publican floor leader: "I consider the Fresident's address an exceptionally strong and forceful one. The President's arguments in favor of legislation along the lines proposed are unanswerable."

Representative Longworth (Ohio): "I think the Fresident's address one of the strongest arguments ever made along that line and from a commercial set.

hat line and from a commercial, sci-entific standpoint it is absolutely un-

Representative Edmonds (Pa.): "The President delivered an accurate and correct view of the shipping situation in this country. He covered the ques-tion thoroughly and sensed the rea issue, which is government ownership and operation with consequent losses and the gradual elimination of our shipping in the foreign trade, or the utilization of the present loss to upbuild a merchant marine resulting in the permanent establishment of the same."

Miss Robertson Approves.

Miss Alice Robertson (Okla.): "I approve everything the President said and I will vote for the subsidy, for I believe in helping the farmers. The American farmer can be helped best by having an American merchant marine to transport his products."

Representative Signal (N. Y.): "After

Representative Siegel (N. Y.): "After all the whole question is one of dollars and cents, because it is a question whether to continue to have a subsidy or a merchant marine. The message of the President appeals to the common

of the President appeals to the common sense of the American people and of Congress. We cannot dodge the Issue one way or another."

Representative Garrett (Tenn.): "From the standpoint of those who favor the bill the President placed the matter in what I suppose will be generally regarded as a strong light. Of course from the standpoint of us who are opposed to the measure, he will not answer the fundamental objections."

Representative Garner (Tex.): "I regret that the President did not put more emphasis and express more in-

terest in the stock farm credit proposi-

re emphasis and express more in

tion."
Representative Byrnes (S. C.): "It did not add anything to what has been said and did not change a vote."
Representative Johnson (S. Dak.): "It was a strong presentation of the case, giving all the arguments for the subsidy, but it will not change a single vote. Those of us from the agricultural middle West who still oppose the subsidy cannot see why the Government should pay a profit to any person or corporation for expending Government money."

La Follette's Statement.

Senator La Follette (Wis.): "There was nothing new in the President's subsidy message. What he said is simply a rehash of the arguments that have been put forth by Mr. Lasker for months in what he has frankly described as a campaign to 'sell' ship subsidy to the people of this country.

"The ship subsidy scheme was so unpopular that politicians persuaded the President to withhold it until after the election. If anything has been demonstrated by the late election, it is that the people are opposed to the whole plan of ship subsidy. In Wisconsin, Iowa, Minnesota and North Dakota and many other States it was made a prominent issue in the campaign and in pracilcally every instance the advocates of the ship subsidy were either beaten at the polls or escaped defeat by narrow margins."

Senator Lodge (Mass.): "It was a great speech, splendidly telling the need of Government aid for our merchant marine. I am very strongly in favor of the bill."

Senator Poindexter (Wash.): Senator Poindexter (Wash.): "The things the President stated so clearly are unanswerable reasons for a ship subsidy, and I believe it is the only mears of competing with foreign nations, all of whom resort to that policy in building up their merchant marines. I hope the Congress will approve the bill." Senator Calder (N. Y.): "The President made a splendid statement of our maritime needs. If we hope to main-

dent made a spiendid statement of our maritime needs. If we hope to maintain foreign markets for American products this only can be done by assuring continuance of American ships on the high seas. I hope Congress will realize that the future of American for-

by the President."
Senator Capper (Kan.): "There was nothing in the President's message which I can indorse except his statement that we must have legislation to relieve distress among the agricultural inter-I must disagree with the case out by the President for the ship made out by the President for the ship subsidy bill. It would merely permit a raid on the Treasury for the big sh'p ping interests, thus enabling a dangerous

Senstor Harreld (Okla.): "The onl' justification for the subsidy is that it the lesser of two evils. It at least means setting rid of the 'white elephant' lef us by the Democratic Administration. us by the Democratic Administration.
The message was a strong argument from the President's point of view."
Senator Harrison (Miss.): "The message will be accepted by the farmera as an insult. This message with the President's veto on the lonus bill har immortalized the Republican slogan "millions for shipping but not one cent for soldiers."

WOULD AID OLDER VETERANS.

Bill Asks \$72 Monthly for Civil and Mexican War Men.

Washington, Nov. 21.—Pensions of 572 a month for civil war and Mexican war veterans were proposed in a bill introduced to-day by Representative Poster, Republican Ohio. Widows of civil war veterans would be paid \$50 a month and six dollars for each child of the veteran.

tainments. It is utterly ineffective in the establishment of a dependable merchant marine, whereas the encouragement of privte ownership and the application of individual initiative would make for a permanent creation, ready and answerable at all times to the needs of the nation.

But I have not properly portrayed all the current losses to the public treasury. We are wearing out our ships without any provision for replacement. We are having these losses through deterioration now, and a charging nothing against our capital account. But the losses are there, and regrettably larger under Government operation than under private control. Only a few years of continued losses on capital account will make these losses through depreciation alone to exceed the fifty millions a year now drawn to cover losses in operation. veteran.

The hill also would provide pensions of \$50 a month for widows of veterans of the war of 1812. Civil war army numes would receive \$50 per month. The gloomy picture of losses does not end even there. Notwithstanding the known war cost of three billions of dollars for the present tonnage, I wii, not venture to appraise its cash value to-day. It may as well be confessed now as at some later time that in the mad rush to build, in establishing shipyards wherever men would organize to expend Government money, when we made shipbuilders overnight

LUNCHEON ABOARD NEW LINER

The Holland-America Line entertained at luncheon yesterday aboard
the new turbine oil burner Volendam
about 300 steamship agents and shipping men, who were received by P. M.
Volk, assistant general manager, and
C. Van de Stadt, general passenger
agent of the line. Amons the speakers
were Dr. J. C. Hubrecht, charge d'Affaires of The Neetherlands legation at
Washington; Mayor Peter F. Sullivan
of Workster and Capt C. Van Walnaven, Laster of the liner.

recognition of divided opinion and determined opposition. It is no new experience. Like proposals have divided the Congress on various previous occasions. Perhaps a more resolute hostility never was manifest before, and I am very sure the need for decisive action—decisive, favorable action—never was so urgent before.

We are not now dealing with a policy founded on theory; we have a problem which is one of grim actuality. We are facing insistent conditions, out of which will come either additional and staggering government losses and national impotence on the seas or else the unfurling of the flag on a great American merchant market

seas or else the unfilling of the hag on a great American merchant marine commensurate with our commercial importance to serve as carrier of our cargoes in peace and meet the necessities of our defense in war. There is no thought here and now to magnify the relation of a merchant marine to our national defense. It is enough to

our national defense. It is enough to recall that we entered the world war almost wholly dependent on our Allies for transportation by sea. We ex-pended approximately three billions.

pended approximately three billions, feverishly, extravagantly, wastefully and impractically. Out of our eagerness to make up for the omissions of peace and to meet the war emergency we builded and otherwise acquired the vast merchant fleet which the Government owns to-day.

vast merchant fleet which the Government owns to-day.

In the simplest way I can say it, our immediate problem is not to build and support a merchant shipping, which I hold to be one of the highest and most worthy aspirations of any great people; our problem is to deal with what we now possess. Our problem is to relieve the public treasury of the drain it is already meeting. Let us omit particulars about the frenzied war-time building. Possibly we did full as well as could have been done in the anxious circumstances. Let us pass for the moment the vital relationship between a merchant marine and a commercially aspiring nation. Aye, let us suppose for a moment the absurdity that with one \$3,900,000,000 experience and with the incaiculable costs in lives and treasure which may be chargeable to our inability promptly to apply our potency—which God forfend happening again—let us momentarily ignore all of these and turn to note the mere business problem, the practical question of dollars and cents with which we are confronted.

The war construction and the latter completion of war contracts, where

with which we are confronted.

The war construction and the latter completion of war contracts, where completion was believed to be the greater economy to the public treasury, left us approximately 13,390,000 gross tonnage in ships. The figures are nearer 12,500,000 tons now, owing to the scrapping of the wooden fiest. More than half this tonnage is Government owned and approximately 2,250,000 tons are under Government operation in one form or another. The net loss to the United States Treasury—sums actually taken there-

operation in one form or another. The net loss to the United States Treasury—sums actually taken therefrom in this Government operation—averaged approximately \$16,000,000 per month during the year prior to the assumption of responsibility by the present Administration. A constant warfare on this loss of public funds, and the draft to service of capable business management and experienced operating directors, have resulted in applied efficiency and enforced economies. It is very gratifying to report the diminution of the losses to \$4,600,000 as year; but it is intolerable that the Government should continue a policy from which so enormous a Treasury loss is the inevitable outcome. This loss, moreover, attends operation of less than a third of the Government-owned fleet.

It is not, therefore, a question of

It is not, therefore, a question of adding new treasury burdens to main-tain our shipping; we are paying these burdens now. It is not a question of contracting an outlay to support our

paying already. I am not asking your authorization of a new and ad ed draft on the public treasury; I am appealing for a program to diminish

ernment would be unworthy of public trust if such a change were not com-mended; nay, if it were not insistently

And the pity of it is that our present expenditure in losses is not constructive. It looks to no future atainments. It is utterly ineffective in the establishment of a dependable

when we made shipbulders overnight quite without regard to previous oc-cupations or pursuits, we builded poorly, often very poorly. Moreover, we constructed without any formu-lated program for a merchant marine. The war emergency impelied, and the cry was for ships, any kind of ships.

the burden we are already bearing. When your executive government knows of public expenditures aggre-gating fifty millions annually which it believes could be reduced by half through a change of policy your gov-

MEMBERS OF THE CONGRESS: Late last February I reported to you relative to the American Merchant Marine, and recommended legislation which the Executive branch of the Govern-The error is recalled in regret rather

than in criticism.

The point is that our fleet, costing approximately three biflions, is worth only a fraction of that cost to-day. Whatever that fraction may be, ent deemed essential to promote our erchant marine and with it our naday. Whatever that fraction may be, the truth remains that we have no market in which to sell the ships under our present policy, and a program of surrender and sacrifice and the liquidation which is inevitable, unless the pending legislation is sanctioned, will cost scores of millions more.

When the question is asked, Why merchant marine and with it our national welfare. Other problems were pressing and other questions pending, and for one reason or another, which need not be recited, the suggested legislation has not progressed beyond a favorable recommendation by the House Committee. The Committee has given the question a full and painstaking inquiry and study, and I hope that its favorable report speedily will be given the force of law.

It will be helpful in clearing the atmosphere if we start with the frank recognition of divided opinion and determined opposition. It is no new ax-

When the question is asked, Why the insistence for the merchant marine act now? The answer is apparent. Waiving every inspiration which lies in a constructive plan for maintaining our flag on the commercial highways of the seas, waiving the prudence in safeguarding arrivest another \$3,000,000,000 madness war ever again impels we have the unavoidable task of wiping out a \$50,000,000 annual loss in operation, and losses aggregating many hundreds of millions in worn out, sacrificed, or scrapped shipping. Then the supreme humiliation, the admission that the United States—our America, once eminent tion, the admission that the United States—our America, once eminent among the maritime nations of the world—is incapable of asserting itself in the peace triumphs on the seas of the world. It would seem to me doubly humiliating when we own the ships and fall in the genius and cavacify to turn their prows toward the

marts of the world.

This problem cannot longer be ignored, its attempted solution cannot longer be postponed. The failure of Congress to act decisively will be no long discrete. less disastrous than adverse action. Three courses of action are possible

Three courses of action are possible, and the choice among them is no longer to be avoided.

The first is constructive—enact the pending bill under which, I firmly believe, an American merchant marine, privately owned and privately operated, but serving all the people and always available to the Government

always available to the Government in any emergency, may be established and maintained.

The second is obstructive—continue Government operations and attending Government losses and discourage private enterprise by Government competition, under which losses are met by the public treasury, and witness the continued losses and deterioration until the colossal failure ends in sheer exhaustion.

The third is destructiveness-involving the sacrifice of our ships abroad or the scrapping of them at home, the surrender of our aspirations and the confession of our impotence to the world in general, and our hu in particular.

in particular.

A choice among the three is inevitable. It is unbelievable that the American people or the Congress which expresses their power will consent to surrender and destruction. It is equally unbelievable that our people and the Congress which translates their wishes into action will longer austain a program of obstruction and attending losses to the Treasury, I have come to urge the constructive alternative, to reassert an American "we will." I have come to ask you to relieve the responsible administrative branch of the Government from a program upon which failure

from a program upon which failure and hopefulness and staggering losses are written for every page and let us turn to a program of assured shipping to serve us in war and to give guar-anty to our commercial independence

I know full well the hostility in the popular mind to the word "subsidy." It is stressed by the opposition and associated with "special privilege" by those who are unfalling advocates of Government aid whenever vast numbers are directly concerned. "Government aid" would be a fairer term than "subsidy" in defining what we are seeking to do for our merchant marine, and the interests are those of all the people, even though the aid

soes to the few who serve.

If Government aid is a fair term—
and I think it is—to apply to authorizations aggregating \$75,000,000
to promote good roads for market
highways it is equally fit to be applied to the establishment and maintenance of American market highways
on the saited seas. If Government
aid is the proper designation for fifteen
to forty millions annually expended
to improve and maintain inland waterways in aid of commerce it is a
proper designation for a needed
assistance to establish and maintain
ocean highways where there is actual
commerce to be carried.

But call it "subsidy," since there
are those who prefer to appeal to
mistaken prejudice rather than make
frank and logical argument. We
might so call the annual loss of fifty
millions, which we are paying now
without protest by those who most
abbor it, we might as well call that
a "subsidy." If so, I am proposing
to cut it in half approximately and
to the saving thus affected there
will be added, millions upon militons
of further savings through ending
losses on capital account—Government capital out of the public treasury aiso remember—and there would
be at least the promise and the
prospect of permanent establishment
of the needed merchant marine.

I challenge every insinuation of favored interests and the enrichment of
the special few at the expense of the
public treasury. I am, first of all appealing to save the Treasury. Perhaps the
unlimited bestowal of Government aid
might justify the apprehension of special favoring, but the pending bill, the
first ever proposed which carries such
a provision, automatically guards
against enrichment of perpetuated bestowal. It provides that shipping lines
receiving Government aid mult
only be paid until the shipping enterprise earns 10 per cent. carning is reached
half of the excess earnings must be
applied to the repayment of the Government; that Government aid will
only be paid until the shipping enterprise earns 10 per cent. on actualcapital
empoyed, and immediately that

international comity forbids, Concern about our policy is not limited to our own domain, though the interest abroad is of very differing character. I hope it is seemly to say it, because it must be said, the maritime nations of the world are in complete accord with the opposition here to the pending measure. They nave a perfect right to such an attitude. When we look from their viewpoints we can understand. But I wish to stress the American viewpoint. Our should be the viewpoint from which one sees American carriers at sea, the dependence of American commerce and American vessels for American reliance in the event of war. Some of the costly lessons of war must be learned again and again, but our shipping lesson in the world war was ping lesson in the world war was much too costly to be effaced from the memory of this or future genera-tions.

the memory of this or future generations.

Not so many months ago the head of a company operating a fleet of ships under our flag called at the Executive Offices to discuss a pennit to transfer his fleet of cargo vessels to a foreign flag, though he meant to continue them in a distinctly American service. He based his request for transfer on the allegation that by such a transfer he could reduce his labor cost alone sufficiently to provide a profit on capital invested. I do not wouch for the accuracy of the statement nor mean to discuss it. The allusion is made to recall that in good conscience. Congress has created by law conditions surrounding labor on American ships which shipping men the world over declare result in higher costs of operation under our flag. I frankly rejoice if higher standards for labor on American ships have been established. Me est j stice suggest that when Congress flacs these standdards, it is fair to extend Government aid in maintaing them until world competition is brought to the same high level, or until our shipping lines are so firmly established that they can face world competition alone.

Having discussed in detail the policy and provisions of the pending bill

are so itriniy established that they can face world competition alone.

Having discussed in detail the policy and provisions of the pending bill when previously addressing you I forbear a repetition now. In individual exchanges of opinion not a few in the House or Senate have expressed personal sympathy with the purposes of the bill and then uttered a discouraging doubt about the sentiment of their constituencies. It would be most discouraging if a measure of such transcending national importance must have its fate depend on geographical, occupational, professional or partisan objections, Frankly I think it loftler statesmanship to support and commend a policy designed to effect the larger good to the nation than merely to record the too hasty impressions of a constituency. Out of the harmonized aspirations, the fully informed convictions and the united efforts of all the people will come the greater republic. Commercial emigence on the sees, ample come the greater republic. Commer-cial eminence on the seas, ample agencies for the promotion and carry-igs of our foreign commerce are of no less importance to the people of Mississippi and the Missouri Valley, the great Northwest and the Rocky Mountain States than to the seaboard the great Northwest and the Rocky Mountain States than to the seaboard States and industrial communities building inland a thousand miles or more. It is a common cause with its bepefits commonly shared. When people fail in the national viewpoint, and live in the confines of community selfishness and narror ness, the sun of this Republic will have passed its meridian and our larger aspirations meridian and our larger aspirations will shrivel in the approaching twi-

But let us momentarily put aside the But let us momentarily put aside the aspiring and inspiring viewpoint. The blunt, indisputable fact of the loss of fifty millions a year under Government operation r mains; livewise the fact of diminishing capital account, the enormous war expenditure, to which we were forced because we had not fittingly encouraged and builded as our commerce expanded in peace. Here are facts to deal with, not fancles wrought out of our political and economic disputes. The abolition of the annual loss and the best salvage of the capital account are of concern to all the people.

the people.

It is my firm belief that the combined savings of operating losses and the protection of the capital account through more adventageous sale of our war-built or war-seized ships, because of the favoring policy which the pending bil will establish, will more than pay every dollar expended in Government aid for twenty-five years to come.

It should be kept in mind that the approximate sum of five millions annually paid for the transport of ocean mails is no new expenditure. It should mais is no new expenditure. It should be kept in mind that the loan fund to encourage building is not new, it is the law already, enacted by the essertially unanimous vote of Congress. It is only included in the ponding bill in order to amend so as to assure the exaction of a minimum interest rate by the Government, whereas the existing law leaves the grant of building loans subject to any whim of favoritism. whim of favoritism.

whim of favoritism.

It should be kept in mind also that there are assured limitations of the Government and promised. The direct aid, with ocean carrying maintained at our present participation, will not reach twenty millions a year, and the maximum direct aid, if our shipping is so promoted that we carry one-half our deep seas commerce, will not exceed thirty millions annually. At the very maximum of outlay we should be saving twenty millions of our present annual operating loss. If the maximum is ever reached the establishment of our merchant marine will have been definitely recorded and the Government-owned fleet fortunately liquidated.

From this point of view it is the simple, inconestable wisdom of busi-nesslike dealing to save all that is posnesslike dealing to save all that is possible of the annual loss and avoid the millions sure to be lost to the Government's capital account in sacrificing our fleet. But there is a bigger, broader, more inspiring viewpoint, aye, a patriotic viewpoint. I refer to the constructive action of to-day which offers the only dependable promise of making our wartime inheritance of ships the foundation of a great agency of commerce in peace and an added guaranty of service when it is necessary to our national defense.

Thus far I have been urging Government aid to American shipping, having in mind every interest of our producing population, whether of mine, factory or farm, because expanding commerce is the foremost thought of every nation in the world to-day.

I believed in Government aid becomingly bestowed. We have aided industry through our tariffs; we have aided railway transportation in land grants and loans. We have aided the construction of market roads and the improvement of inland waterways. We have aided reclamation and frigation and the development of water power, we have loaned for seed sible of the annual loss and avoid the

We have aided reclamation and freigation and the development of water power, we have loaned for seed grains in anticipation of harvests. We have expended millions in investigation and experimentation to promote a common benefit, though a limited few are the direct beneficiaries. We have loaned hundreds of millions to promote the marketing of American ground it has all here commondable.

loaned hundreds of millions to promote the marketing of American
goods. It has all been commendable
and highly worth while.

At the present moment the American farmer is the chief sufferer from
the cruel readjustments which follow
war's inflations, and besitting Government aid to our farmers is highly
essential to our national welfare. No

FOUND ANYTHING?
If so, see if it is advertised in the Lost and Found columns of to-day's New York Herald.

people may safely beast a good for-tune which the farmer does not share. Already this Congress and the ad-ministrative branch of the Govern-ment have given willing ear to the agricultural plea for post-war relief and much has been done which has proved helpful. Admittedly it is not enough. Our credit systems, under Government provision and control, must be promptly and safely broad-ened to relieve our agricultural dis-tress. To this problem and such others of

To this problem and such others of pressing importance as reasonably may be dealt with in the short session I shall invite your attention at an early day.

I have chosen to confine myself to the specific problem of dealing with our merchant marine because I have asked you to assemble two weeks in advance of the regularly appointed time to expedite its consideration.

The Executive branch of the Government would feel itself remiss to contemplate our yearly loss and attending failure to accomplish if the conditions were not pressed for your decision. More, I would feel myself tacking in concern for America's future if I failed to stress the beckoning opportunity to equip the United States to assume a befitting place among the nations of the world whose commerce is inseparable from the good forunes to which rightfully all peoples aspire.

MRS. FELTON SEATED AS GEORGIA SENATOR

Continued from First Page.

Gov. Hardwick of Georgia as the successor to Thomas E. Watson to serve until an election could be held to fill the vacancy, and that on November 7 Judge Walter F George was elected to the place. Senator Walsh added:

Election and Representation. "If it be true that the election took "If it be true that the election took place and was completed upon Nov. 7 by the simple depositing of the ballots in the box it may be that the term of Mrs. Felton expired on that day although her successor might not be able to sit for some time thereafter, namely after the canyassing board had completed its work and a certificate of election had been furnished her successor. He might not until some time thereafter be in a situation to establish his title to the place.

election had been turnished her successor. He mish not until some time there after be in a situation to establish his title to the place.

"Of course if that view was established there would be a hiatus, an interval during which the State would have no representation in the Senate other than the sitting member. It is contended often and I think with some force that the certificate is not absolutely essential to permit the admission of a member to this body. Members of the House are frequently sworn in without the presentation of a certificate of their election and oftentimes before the canvass has been completed."

Senator Walsh closed his argument by saying that just as "nysics abbor a vacuum the law abbors a vacancy," and there has always been a disposition to give a liberal construction of the laws so that each State shall have at all times a full representation in the national assembly.

When Senator Walsh finished his argument, Senator Harris presented by Gov. Hardwich as a Senator from the State of Georgia until the successor to have small be saued against workers activities toward raising the ration shall be issued against workers of the law sand the president pro tem, Mrs. Felton's credentials, pointing out that on Getober 3 sha had been appointed by Gov. Hardwich as a Senator from the State of Georgia until the successor to he late Senator Watson could be elected. After the clerk had read the appointment, Mrs. Felton was ushered to the rostrum on the arm of Senator Hartis and whe took the oath of fine administered by the president pro tem. Mrs. Cummins, Then she received congrat.

and she took the oath of office adminis-tered by the president pro tem. Mr. Cummins. Then she received congrat-ulations from many Senators, both Dem-ocratic and Republican. In a little while she went to the seat which the late Sen-

Demonstration Comes From strike. It said:
"It is necessary to arouse the strik"It is necessary to arouse the strik-

New York Herald Bureau, Washington, D. C., Nov. 21.

Truman H. Newberry's resignation as the junior Senator from Michigan was read to the Senate this afternoon and occasioned an outbreak of applause in the galleries. It was laid before the Senate by Senator Cummins (Iowa) as President pro tempore.

Senator Harrison made political capital out of the resignation, saying the "American people by their votes were able to accompile what the Democratic minority in the Senate had tried in vain to do in the face of an autocratic majority."

majority."

He added that Mr. Newberry's resignation was glad tidings and "the good news would cause rejoicing throughout

news would cause rejoicing throughout the land."

"His resignation." he said. "due to the recent political cyclone, and the sitting of the estimable lady Senator argue well for the future glory of this body."

Applause came from the galleries well filled with women, at the close of Senator Harrison's speech, and the President pro tempore warned that if repeated the occupants would be forced to leave the galleries.

Senator Owen (Okla.) then took the floor to indorse what Senator Harrison had said concerning the resignation of Senator Newberry. He expressed the hope that in the future "no such vast sum would be used in the election of any Senator." and declared that the offense is "not confined to the Republican side."

I hope," he added, "that we will pass a law which will prevent the extravagant use of money in bringing about the election of Senatora."

MOSUL OIL PARLEYS MAY AFFECT COUNCIL

Two Nations Discuss Granting United States Fourth Interest.

Special Cable to THE NEW YORK HERALD. LAUSANNE, Nov. 21.-Negotiations be tween French and British oil interests in the Mosul field in Mesopotamia, which may have a bearing upon the Near Eastern peace arrangements, are under-

Eastern peace arrangements, are understood to be proceeding in London on the basis that American oil firms be admitted to one-fourth participation.

Under the division made after the San Remo agreement the Royal Dutch was to get 50 per cent, the Anglo-Persian 25 per cent, and French interests the remaining 25. American protests regarding the Mesopotamian mandate led to the present negotiations, which assumed that the three present participants would consent to a reduction to give America a one-fourth share, but the Royal Dutch and Anglo-Persian are not yet in entire agreement. The Turks mean to demand the return of Mosul to Turkey, but the British have no inten-Turkey, but the British have no inten-tion of surrendering it. They have the complete backing of the French on this

American Defense Society in Drive to Crush the Communists.

PERIL CALLED GREAT

Activities Here Are Much Broader Than Generally Is Appreciated.

DIRECTED FROM MOSCOW

Overthrow of Government Is the Aim, but Patriots See This as Impossible.

fense Society announced the formal launching of its campaign to crush un-American organizations that are operating in secret to promote Com-

operating in secret to promote Communistic and-Bolshevistic doctrine in the United States with a view to the overthrow of the Government.

The American Defense Society is a patriotic organization, with headquarters in New York city. It was primarily organized to combat such organizations as the Communist party and its legal branches. R. M. Whitney, author of "The Reds in America." has been placed in charge of the Washington branch.

"The radical movement has extended much further than is generally known or appreciated in the United States." This is due to the fact that the work of the Communist party is the statement of the Communist party is the work of the Communist party is the statement of the Society's purpose says. "This is due to the fact that the work of the Communist party is surface only through organizations."

and she took the oath of office administered by the president pro tem. Mr. Cummins. Then she received congraturations from many Senators, both Democratic and Republican. In a little while she went to the seat which the late Senator Watson had occupied. The Senate adjourned thirty minutes after the oath had been administered to Mrs. Feiton so she did not have a chance to vote on any public question.

NEWBERRY RESIGNATION

APPLAUDED IN SENATE*

that is the announced aim and ambition of the Communist party under orders from the Third Internationale in Moscow. But there can be no doubt in the minds of those who are informed that in their efforts to create disturbances. to incite riots, and to encourage all rectiless demonstrations, they will be able to bring about bloodshed, business and financial panic and the prostration of industry to such a degree that there will be suffering and famine throughout the United States."

In connection with this, attention was called to the communication sent to the Communist party under orders from the Communist party and the Communist party during the industry orders from the Communist party and the Communist party during the Communist party and the Commun

ing miners to the point of armed insur-rection. Let them blow up and flood the shafts. Shower the strike regions

Chester W. Chapin Leaves Most of His Large Estate to Widow.

GRACE CHILDREN BENEFIT

Sons and Daughters of One Time Mayor Get Most of Mother's Estate.

Two wills were filed edsterday in the office of Surrogate Howell at Mineol: L. I., disposing of the estates of Ches ter W. Chapin, who left property value at between \$4,000,000 and \$5,000,000 and of Mrs. Lillius Grace, widow of W R. Grace, twice Mayor of New York dispesing of property estimated \$2,000,000.

Mr. Chapin, who formerly was active in the development of railroad an steamship enterprises and who founded the New Haven Steamship Comparieft the greater part of his estate this widow. The estate incl des securities worth \$200,000, real estate at 331 West End avenue, 208 West Seventy-This as Impossible.

West End avenue, 208 West Seventyeventh street, and other proverty at
Sands Point, Port Washington and
Passdena, Cal. To the widow is left
also all personal effects.

New York Herald Bureau,

New York Herald Bureau,

Washington, D. C., Nov. 21.

With the opening of new headquarters here to-day the American Deland at 137 West Fifty-second street. He

BEQUEATH MILLIONS

MEXICO CITY, Nov. 20.—Bobbed hair is now so popular in Mexico City that among young girls long treases are considered unusual. The craze for short sidered unusual. The craze for short sidered unusual are considered unusual the craze for short sidered unusual of the craze for short short was started several months ago when a number of young women who had been attending schools in the United States returned home.



Handkerchiefs Bags French Novelties Largest selection in New York



DR. SPIEKI R'S BULGARIAN OGHURT



May be eaten any time. Add sugar or fruit juice if you like. It is the original fermented milk recomm ended by Prof. Metchni-koff. Made from cultures sent from Bulgaria weekly.

SHEFFIELD FARMS CO. New York

GIFTS OF EXCELLENCE

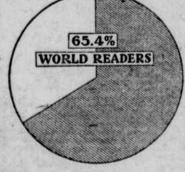
EXCEPTIONAL QUALITY always enhances the Character of a Gift. Our Offerings in Distinctive French Silk Neckwear, Hosiery, Handkerchiefs, House Robes, etc., provide a wide choice in Gifts of Supreme Excellence.

A. Sulka & Company

SHIRTMAKERS AND HABERDASHERS

512 FIFTH AVENUE, 43RD ST., NEW YORK

The Totorlà



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The merchants transacting business in these centers supply our tremendous metropolitan population with food, clothing, and countless other articles entering into everyday life. They constitute the largest group of business men engaged in commodity distribution.

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